

INTIMATIONS
BROWN, JONES & CO.
DRAWERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.
Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. (2764)

A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.

SCOTCH WHISKY.
For Sale.

- A—THORNE'S BLEND, White Capsule, \$10.50
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark, 10.50
C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark, 12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule, 14.40
E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule, 13.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

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Hongkong, 14th June, 1898. (24)

NOTICE TO CORRESPONDENTS
—UNLESS communications relating to the columns of the paper are addressed to THE EDITOR, they will not be published. All letters for publication should be written on one side of the paper only.
—No correspondence should be published unless accompanied by a name and address.
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The Daily Press.
HONGKONG, August 11th 1898.

When Russian aggression in the North and French activity in the South, directed, as undoubtedly both efforts are, to stretching across Central China and thus dividing what every Englishman must regard as territory of vital importance to us, we look with interest and with anxiety on the efforts of Lord Salisbury to bolster up China by the reorganization of its army and navy under the auspices of British officers. If complete control be given, such a force can be raised and disciplined as would offer a serious resistance to the Powers bent on encroachment on China's frontiers. There are those, whose opinion cannot be lightly disregarded, who maintain that such control, although it may be granted nominally, will never be so effectively; but putting that aside for the moment, and supposing that everything is as the Premier wishes, the real question which presents itself is, Will those British officers be allowed to remain and lead their troops or command their war vessels in the event of China finding herself at war with any of her Western neighbours? Unless the Government have resolved on an affirmative answer to this question, should the necessity arise, the reorganization of China's army and fleet will be another enactment of the farce played under Captain Lang.

Notwithstanding the Premier's remarks at the annual dinner of the United Club that "some people expected Great Britain to govern the whole country because we 'governed India,' the nation at large do look for and are prepared to support resistance to any attempt at encroachment on that territory bordering on the Yangtze and West River, or situated between them. Important as a properly drilled and directed Chinese army and navy would be in maintaining the integrity of that vast tract of country, it is to be the only factor on which we are to rely? The Premier further informs us of his disbelief of any varlike action between "us and the Emperor of China." We quite agree as to the improbability of anything of the sort taking place, and we are quite assured that if it did take place, there would only be one ending to it, and that disastrous to the Emperor; but it by no means follows that, although varlike action between "us and the Emperor" is unlikely, necessity may not arise for concentrating British troops either in the Yangtze or West River valleys, or perhaps in both. Railways have yet to be built, but it has always struck us that in the British river steamers being run on the Yangtze and which without doubt will shortly be placed on the West River, the Government have at hand a number of transports which might be made the nucleus of a very efficient

fleet for the patrol and control of those two most important waterways. Except on one occasion, when a vessel was chartered and temporarily turned into a gunboat to go to Ichang for the protection of the residents there, we do not think the services of these vessels have ever been availed of. In the case of a riot a gunboat is sent, but it frequently happens that either the depth of water is insufficient to allow of her reaching her destination or else she gets up and is sent all into the season she is compelled by the filling of the river to remain over the winter until the water rises. Hence it is we see gunboats stationed at Hankow, Ichang, &c., throughout the winter without the possibility of getting them out should they be required elsewhere.

The China Navigation Co. and Indochina Co. already possess vessels capable of transporting a large body of troops along the Yangtze at all seasons of the year, and, as we said before, these companies, the Hongkong, Canton and Macao Steamboat Co. will doubtless shortly have such vessels on the West River. With a Government subsidy, similar to that given to some of our ocean lines, the structure of these vessels, and of any subsequently built could be so modified as to admit of their being readily adapted without interfering with their utility from a commercial point of view; while their officers might either be Naval Reserve men or at least members of the various volunteer corps now being formed from the British Mercantile Marine in China. We are by no means an advocate of a system of subsidies either for the purpose of promoting railway enterprise or encouraging the establishment of steamship lines. This, as a rule, can be safely left to the commercial instinct of the merchant, but, as the Times remarks, "the advance of Russia to port on the Eastern seas has profoundly modified the view which the Government of Great Britain 'must take of its Imperial responsibilities.'"

By some such scheme as we advocate the Government would have at call a fleet of light draft gunboats and transports always in commission and consequently in thorough working order, manned by officers and pilots with an intimate knowledge of every inch of the waterways they navigate, and which could be relied upon to do yeoman service in time of need, leaving our war vessels free to maintain that power at sea without which, as Mr. Balfour said, it does not much matter who holds Port Arthur or Weihaiwei, or, we might add, the Yangtze or West River valleys.

A meeting of the Sanitary Board will be held at half-past three this afternoon.

H.M.S. *Heron* was exported to Java Singapore for Bangkok on the 3rd August.

The M. S. steamer *Indus*, with the outward French mail, will leave Saigon to-day at 5 p.m.

The O. S. S. Co.'s steamer *Belvedere* left Singapore on the 4th inst. and may be expected here on or about Monday, 15th inst.

The N. P. steamer *Malay*, sailed from Port for Japan and Hongkong on the 7th inst.

Mr. J. Whaley, of Kowloon, writes that he is not and never has been the owner of the dog which Commander Hastings had at the Maceau race on Tuesday last. The dog was a pointer, and was named "The Maceau."

It is generally supposed that in the summer months Maceau, being more open to the south-west monsoon, is considerably cooler than Hongkong. The daily weather reports, however, give the temperature at Maceau as being three degrees higher than in Hongkong, though occasionally the difference falls to one degree only. The explanation of the higher readings at Maceau, we believe, is that the thermometer is placed in the upper story of the Harbour Master's Office, which has a single tiled roof, and the instrument is consequently exposed to the influence of sun heat, whereas at Hongkong the thermometer is placed in the open air, and the readings would probably be two or three degrees below those of Hongkong instead of two or three degrees above them. The point is worth the attention of the Maceau race, as the present temperature difference figures are calculated to damage the reputation of the Holy City as a health and pleasure resort.

Yesterday afternoon Commander Hastings held an enquiry at the Magistracy touching the death of the wife of a contractor residing in Second Street, who was found dead in the house on Tuesday last. The deceased was a young woman, and the enquiry was held in the presence of the coroner, the police, and the medical officer. The deceased was found dead in the house on Tuesday last. The enquiry was held in the presence of the coroner, the police, and the medical officer.

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The following are the figures on the corresponding date last year.

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Tiam, 2 ft. 6 in. above overflow, 40,000,000
Pakalim, full, 60,000,000

Total 100,000,000

The total consumption for all purposes during July was 102,500,000 gallons, giving with an estimated population of 177,400 a per capita consumption of 18.5 gallons per head.

For the corresponding period last year the total consumption was 90 million gallons, or an average daily consumption of 18.5 gallons per head for the population of 189,000.

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